

RUN DOWN IN CALM AND SUN.

COLORADO PUTS OUT THE BOSTON CITY IN THE MAIN CHANNEL.

Wounded Steamship Is Cut Half in Two and Promises to End Her Days Where She Is—Passengers on the St. Louis Had Front Seats at the Performance.

Under a clear sky and in a sea smooth enough to mirror the reflections of their hulls the Colorado and the Boston City, British freight ships, collided yesterday in the main ship channel just off Sandy Hook.

The Boston City, outward bound and deep laden, sank in twenty-seven feet of water with a hole twenty feet wide cut half way through her steel hull on the port side just aft of the foremast. The Colorado, with only one of her plates smashed, continued on her way to a Hoboken pier without assistance.

No lives were lost, not even that of a green parrot whose owner was working his way across the Atlantic and paying board for himself and bird by wiping dishes for the Boston City's sailors. The parrot, a male, was about half a mile away when the freighters struck. Most of her passengers were at luncheon, but the few who were on deck sent down word that something had happened and all hands came on deck to see the Boston City settling on the mud bank on the west side of the channel. T. W. Rastey, the sailmaker for British Cup challengers, was aboard the St. Louis. He says he never saw a bigger hole in a ship than that in the Boston City.

The Boston City of the Bristol City Line, in command of Capt. John Carey, left her pier at the foot of West Twenty-sixth street at 10:30 o'clock bound for Bristol, with 2,800 tons of general freight, including 1,000 tons of pig iron stowed forward. She drew 16 feet. The Colorado of the Wilson Line was in command of Capt. G. R. Cox, only partly loaded, and didn't draw more than 13 feet, although she is much the larger of the two ships.

The outward bound vessel was going down on the west side of the ship channel and had almost reached the turn to the east around the Southwest Spit when Capt. Carey, who was on the bridge with First Officer J. W. Winscombe and Pilot G. R. Romaine, saw the Colorado coming on. The boats were about half a mile apart then, each approaching the turn in the channel. That made their courses almost at right angles.

The Colorado blew one whistle, which meant that she would go to the right. The Boston City gave one blast in reply, which signified "all right."

The officers of the Boston City say that the Colorado did not keep to the right, but kept straight ahead at a 12 knot speed toward the westward. The Colorado instead of rounding the spit close to the east side of the channel.

Capt. Carey footed the danger signal and backed his engines. He had just begun to turn the wheel to back a few feet onto a mud bank when he was struck.

In response to the footed Capt. Cox reversed the engines and the Colorado backed. The vessels were about five ship's lengths apart, but it was too late.

The Boston City was struck at an angle of about sixty degrees. The stem of the Colorado cut through her decks as far as her longitudinal bulkhead, smashing in the bulkhead aft of No. 2 hatch, wrecking the bridge and carrying away the wheelhouse.

Capt. Carey, his first and second officers and Pilot Romaine had to jump from the bridge to avoid the intruding prow. The Boston was hard and fast on the bottom in a minute or two.

George Joseph, the boat's carpenter, and jumped overboard. He explained afterward that there was no plug in a life boat that had been lowered and that he was going over the side to remedy that when he slipped and fell. Later, he said he went over because he feared that the boilers would blow up.

The Colorado backed out of the twenty foot gap she had opened in the side of the smaller ship, and then turned to starboard. Her boat took off Capt. Carey and sixteen of the twenty-four men of the Boston City's crew. The sea was as placid as a millpond.

Capt. Carey put ashore at Staten Island, telephoned for wrecking tugs and returned to his ship. She is probably a total loss, but it would be hard to see the cargo. The forehold didn't contain much of anything but the pig iron. The afterhold is supposed to be dry.

The ship is about eight feet out of water. Amidships the main deck is awash. The engine and boiler rooms are flooded.

The mysteries of this channel incident which nobody could explain were how could one steel vessel, almost light, crash half-way through another steel vessel, loaded with pig iron, and come away without one plate broken, and why should the vessels have collided at all.

Capt. Carey says he had the right of way for two reasons. First, he was outward bound on an ebb tide and, secondly, the Colorado had been the first to whistle that she was going to starboard and should have done so. The officers of the Boston City, which was going about ten knots when she was first signalled, think that the steering gear of the Colorado got jammed or that her commander miscalculated the force of the tide.

Capt. Cox of the Colorado was asked: "What caused you to run into the Boston City?"

"You mean," he replied, "why did the Boston City run into me? But I'll keep my mouth shut."

The liner St. Louis was held up for an hour or more until the Colorado got out of the way.

"I didn't see the vessels strike," said Capt. Davidson of the American liner, "because I was too busy with my own ship."

Another officer on the St. Louis said "The Colorado seemed to be impelled in spite of herself against the other ship."

DOG BITES SERGT. DEVERY.
Court-Martial Goes Against the Dog and He Meets a Soldier's Death.

A big mastiff that was awaiting a claimant at the West 100th street police station bit Sergt. Andy Devery's hand last evening and bit it good and hard. The dog is dead now.

The dog was found partly asphyxiated by Policeman Merz on Friday morning in the cabaret William Bradley at the foot of West 100th street. The captain of the boat, Otto Carlson, and a man named Kerigan were taken out of the cabin at the same time, dying. They had been overcome by coal gas.

The dog looked valuable to the police and he was put in a cell to be doctored. Last night Devery went into the cell to give him his supper, closing the door after him. The dog sprang at the sergeant and bit his teeth in his hand. Devery pulled him off and lost no time in getting on the safe side of the door.

When he had had the bite cauterized a council of war decided that the dog ought to be shot without waiting for the Bergh society to do the job.

Sergt. Gallagher, who had the desk, ordered the best three shots on reserve to take their guns through the door bars and blaze away. The first volley did the work.

MRS. MAYBRICK NOT FOUND.

Must Remain in Retirement Under the Terms of Her Release.

Special Cable Dispatch to THE SUN.

LONDON, Feb. 1.—The conditions of the release of Mrs. Florence Maybrick from her punishment of life imprisonment for the alleged poisoning of her husband are such that she is still inaccessible. Her whereabouts are unknown to the newspapers this morning.

The Telegraph asserts that she is actually in a refuge home where female prisoners usually pass the last nine months of their sentence. This home is said to be in Cornwall, and she will be released in two or three months.

The Daily Mail says it is informed that she was never actually released, though for the present she is in a home. The conditions of her release, according to the Mail, are that she will not appear upon a public stage, that she will not write a book on her experiences and that she will in no way endeavor to attract public attention to herself.

MOBILE, Ala., Jan. 31.—Mrs. Sallie C. Stanard, who is an aunt of Mrs. Maybrick, gives out the following interview:

"I heard from Florence Maybrick, a month ago. She stated that her daughter would positively be released from prison the 1st of April. We have heard nothing since."

"In reference to her coming to Mobile, you can say that immediately on her release she will come to New York and from there will go to Virginia where she has some land in litigation which was left to her by her grandfather, Mr. Holbrook. She will not return to Mobile."

ALL WOULD HONOR ELIHU ROOT.

Revival of the Report That He'll Be Drafted to Run for Governor.

Elihu Root returns from Washington to-day after an absence of over four years as Secretary of War. On Wednesday night a dinner in his honor is to be given by his old friends in the Union League Club.

Mr. Root is to be a delegate to the Republican national convention at Chicago and President Roosevelt, it was said last night by influential Republicans, would like Mr. Root either to make the nominating speech for him in the convention or to become either temporary or permanent chairman of the convention. A number of months ago Senator Platt and other Republicans said that Mr. Root would make a most excellent candidate for Governor.

Mr. Root was not nominated last fall, but Mr. Root put a quietus upon that. Next President Roosevelt, it was announced in high quarters, wanted Mr. Root to become chairman of the Republican State Convention in New York.

Senator Hanna, and Mr. Root, it was said, made it clear that his own desire was to resume his law business.

Last night the original report that the Republicans would draft Mr. Root to be their candidate for Governor was again heard, coupled with the hope that eventually Mr. Root would be their candidate for President.

YOUNG COASTER BADLY HURT.

Boatman McMahon's Son Hit by Two Sleeds on a Bronx Hill.

Joseph McMahon, Jr., 11 years old, of 841 Prospect avenue, The Bronx, whose father is a police roundman, was sledding on the hill at John street and St. Ann's avenue yesterday afternoon, when, half way down, he fell off his sled.

He was struck by another sled on which a boy was coasting in "bellybuster" fashion. The sharp points of this sled hit young McMahon in the face, injuring his right eye and also inflicting a serious scalp wound.

A third sled then crashed into the first two. In that way young McMahon got a broken jaw and two broken ribs. A big bobbed on which there was a crowd of boys narrowly missed striking him as he passed.

Policeman Everett picked up the injured boy and rushed with him in his arms to the Morrisania station at the foot of the hill. Sitting at the desk, acting as sergeant, was the boy's father.

An ambulance was summoned from the Lebanon hospital and the boy was hurried there. The doctors say his condition is critical.

The police rounded up the sledders, but were unable to learn the names of those concerned in the accident and made no arrests.

DOD, MAN, AMERICA'S TOO BIG.

Back to the Kalliyard Gales Jamie Fra' Giesca—Hame He Fain Wad Be.

James Ritchie, a Scotchman, who has spent nearly all his thirty years of life on his father's farm, nine miles from Glasgow, got his first glimpse of a great city on Friday afternoon as he came up the bay aboard the Allan-State Line steamship Scotchman, fra' Giesca.

He was dazzled by the moonlight, the proportions of things and went to the Star Hotel in Clarkson street in an intellectual maze. He had a prepaid ticket to Winnipeg, Manitoba, and money and instructions from his thrifty father to buy a farm there. When he learned that Winnipeg wasn't on any trolley line near New York, but several days away by train, he decided that he wouldn't make the journey.

The bigness of New York and the bigness of the continental suburbs appalled the young farmer, who had been told that it was "no use," he could never get accustomed to things in a country so much larger than Scotland.

"I'll never make out," he said, "I'm fer hame—east or west, hame is best."

On Saturday morning Ritchie got a berth aboard the Anchor liner Ethiopia, which sailed at noon for Glasgow, and he will resume work on his father's farm.

RUSSIA WITHHOLDS NOTE.

UNEXPLAINED DELAY IN SENDING REPLY TO JAPAN.

Special Cable Dispatch to THE SUN.

LONDON, Feb. 1.—The transmission of Russia's reply to Tokyo is still delayed, and it may not be sent for some days if Japan has reason to believe that an extension of time will enable Russia to make her reply more satisfactory as regards Manchuria. The Japanese Legation here has received no news of the situation.

Some of the correspondents in Japan cable that the belief still prevails that Russia's attitude will make the preservation of peace impossible. The Minister at Tokyo for nearly eight hours on Saturday.

Director Farnichi of the Korean Railway sailed from Kobe for Fusan on Sunday with 140 civil engineers.

A despatch to the Telegraph from Tokyo says that the report is confirmed that seven Russian regiments are moving toward the Yalu River to occupy Antung and other places, some of which are on the south bank of the river. Some detachments are already there.

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A Pekin despatch says that Sir Robert Hart, Director of the Chinese Maritime Customs, has appointed Mr. Gilchrist, a British subject, to succeed M. Valoff, a Russian, in the control of the custom house at Newchwang.

The Express brings by way of Shanghai messages from Kobe, dated Jan. 24, which the censor at Kobe suppressed. These state that the sailings of all outgoing Japanese line steamers for Europe and America have been suspended, and that some of the steamers have been fitted with 8-inch guns.

The St. Petersburg correspondent of the Telegraph says that Russia's reply, which will reach Tokyo on Tuesday or Wednesday, will not contain the concessions regarded by Japan as essential to the settlement of the Manchurian question. The belief that diplomacy has failed and that it is powerless to accomplish more is gaining ground.

The correspondent declares that the responsibility for the consequences will be laid at the door of Japan, which insists upon proposals calculated to defeat Russia's legitimate aims and to wound her self-respect.

A despatch from St. Petersburg, dated Jan. 29, says that in the event of war it is understood that Gen. Kuropatkin, Minister of War, will command all the land forces. Merchandise traffic on the Siberian Railway will be provisionally suspended on Feb. 2 in order to leave the line free for the transportation of troops and military stores to the Far East.

The Russian newspapers have again adopted a warlike tone, especially in regard to Manchuria. The Norve Vremeni declares that Manchuria is indispensable to Russia for the effective defense of her frontiers facing Korea and China. Manchuria, it adds, constitutes the finale of Russia's advance eastward. None but simpletons imagine that she will abandon it voluntarily.

WASHINGTON, Jan. 31.—The State Department had a telegram to-day from Mr. Griescom, the United States Minister at Tokyo, in which he said that the Japanese Government was waiting anxiously for the Russian response to the last Japanese note and expected that it would be delivered in the first half of this week. Beyond this the Department received no information bearing on the Far Eastern situation.

An optimistic feeling prevails, however, in official circles, although it is declared that nothing definite has come from the Government from any source to indicate the disposition of the Russian reply. The St. Petersburg cable, printed to-day, saying that Russia would make the concessions desired by Japan, was read with great interest in Government circles and helped to bolster up the hopeful feeling that peace would be maintained.

BATTALION CHIEFS MOVED.

Larkin and Martin Are Made Acting Deputy Chiefs.

Fire Commissioner Hayes made on Saturday several transfers of battalion chiefs and other changes which will go into effect to-day. These battalion chiefs were shifted:

Chief Thomas Larkin of the First transferred to the Fourth and made acting deputy chief of the First district.

Chief John Home sent to the First; Chief Sloane from the Second to the Eleventh; Chief Gray from the Seventeenth to the Eleventh.

Chief Joseph B. Martin of the Ninth made acting deputy chief of the Third district; Chief George Farrell of the Eleventh assigned to take charge of the school of instruction. This is the first time a battalion chief has been put in charge of the school.

Foreman Mike Fitzgerald, who has had charge of the school of instruction, was sent to Engine 54.

Foreman John Farrell of Engine 134 and James Lang of Truck 64 were assigned as acting battalion chiefs of the Thirtieth and Thirtieth districts.

It was decided to send Battalion Chief Root to Brooklyn and bring Chief Maher over here. The order for the transfer was given, but it was rescinded.

A number of foremen and assistant foremen were transferred.

HURT STOPPING A RUNAWAY.

Policeman Hopkins Badly Injured, but Stuck to the Chase for a Mile.

Policeman William H. Hopkins of the Bronx Park station was badly injured in stopping a runaway horse yesterday afternoon. The horse was attached to a sleigh in which were the three Misses Kane before midnight last night. They were returning in a steel bucket to the mouth of a new shaft which they were engaged in driving. Their bodies dropped back into the pit, a distance of more than 300 feet.

All five were employed in the night shift and had charge of the drilling and blasting. They had propped and charged six holes at the bottom of the shaft with thirty pounds of dynamite and were being hoisted to the surface to explode it by an electric current from the engine room. As the bucket neared the mouth a surplus quantity of dynamite that they had taken down in a former trip to blast in some manner exploded, possibly through a jarring of the bucket.

The men were hurled upward, their bodies striking the side timbers. They fell back into the pit.

Burnett's Extract of Vanilla, 17 1/2, use 1/2.

—Ad.

LET-UP ON POOLROOMS?

Gamblers Get the Tip That Police Watchfulness Will Relax To-day.

Gossip last night in the places where gamblers gather was that the police siege of the poolrooms and gambling houses would be raised to-day. The poolroom men were responsible for this story, but no other confirmation could be obtained. At the Tenderloin station Capt. Burfield declared he had given no instructions to his men to relax their watchfulness.

In the past week there has been a gradual letting down of the police bars and many of the poolrooms that were closed have reopened. The police guards are still on duty, but many of them seem to have poor eyesight. All these details men are required to hand in reports of the number of men who enter a suspected place. Some of these watchers have been seen to write their reports before they left the police station.

A man who has an interest in a Tenderloin poolroom said last night:

"The word has been passed around to open up again and it comes from a plain clothes sleuth who always knows what he is talking about. That is good enough for the men interested in the game."

HIRED BABIES PINCHED.

So They'll Cry and Make Folks Give Up Money to Women Who Carry Them.

Somebody sent word to the Bedford avenue police station in Brooklyn on Saturday night that a woman organ grinder on Broadway was pinching a baby she had with her so as to make it cry and arouse the sympathy of persons passing by. A cop went out and arrested her.

She said she was Mrs. Felice Lawrence, 35 years old, of 300 Third street, Hoboken. When she was taken before Magistrate Higginbotham yesterday morning she protested that the baby was her own and that she had not maltreated it. The Magistrate let her go, notwithstanding the request of the agent of the Society for the Prevention of Cruelty to Children, who asked to have her remanded till he could investigate the case.

This agent said that a gang of women panhandlers were working Williamsburg, and that their scheme was to hire babies, which they carried around with them on their organ grinding trips. He also said that the women pinched the babies so as to make them cry.

Magistrate Higginbotham offered to cooperate with the S. P. C. C. in breaking up this practice.

A BARREL, A HILL, A SPRY THIEF.

The Combination That a Mounted Cop Found Hard to Beat—He Won.

Mounted Policeman Cotter of the Tremont station astir of his horse at 170th street and Boston road on Saturday night. Rolling down the steep hill in front of him came a barrel followed by a man making frantic efforts to check it.

Cotter spurred out into the roadway.

"Hi, there!" he shouted. "Where ye going?"

"Gives it up," said the man, giving the barrel a kick on the end. Before the horse could jump aside the barrel struck it, knocked the animal over and threw it rider.

The barrel rolled on to the foot of the hill and the horse ran away. Cotter grabbed the man, took him to the barrel, made him roll it up hill, and then arrested him for trying to steal the flour it contained.

The prisoner said that he was Bernard Hanlon. After Cotter got his horse he took his prisoner to the station. In court yesterday Hanlon was held for trial.

ELIZABETH HARRISON ILL.

Seven-Year-Old Daughter of the Late President Has an Attack of Measles.

INDIANAPOLIS, Jan. 31.—Elizabeth, the seven-year-old daughter of the late President Benjamin Harrison, is seriously ill at the North Delaware street residence of the mother, with measles, which is epidemic in the city. The disease is supposed to have been contracted at school and as the weather is very changeable every precaution is being taken to prevent the sudden changes from seriously affecting the patient.

The child was born after Gen. Harrison had drawn his will, but he had made provision for her, though it seems that no disposition of the \$125,000, which was bequeathed to her when she should reach a legal majority was provided in case of her death, and there has been some speculation as to who will inherit the will, which is her mother or Russell B. Harrison and Mrs. McKee, the children by the first Mrs. Harrison.

PENFIED TO QUIT THE RACE?

Administration Candidate for Governor in Indiana May Withdraw.

INDIANAPOLIS, Jan. 31.—A report was current here to-day that Judge William L. Penfield, Solicitor of the State Department at Washington, who recently announced his candidacy for the Republican nomination for Governor, has reconsidered his determination and will give notice in a few days of his withdrawal from the race. Judge Penfield was supposed to have entered the race as the representative of the President, and the friends of the late Indiana had hoped as such, while the friends of Senator Hanna were inclined to resent the injection of national politics into State political affairs.

There was a change in Judge Penfield's plans, if a change has occurred, cannot be even guessed at here, unless it is that he has found the Hanna sentiment bellicose and does not care to make a test of it in the convention.

J. H. DICKERSON MISSING.

Wealthy Michigan Man May Have Been Drowned Near Pensacola, Fla.

PENSACOLA, Fla., Jan. 31.—J. H. Dickerson, a wealthy resident of Battle Creek, Mich., who has been making his winter home here for many years, is missing and it is feared that he has been drowned or lost at sea. Several months ago he purchased 3,000 acres of land at Backwater Bay, thirty miles from here, for a winter home. He has been staying there of late, coming to the city in his yacht Maggie, a small sailing boat. On Jan. 17 he left Backwater Bay to come here and hasn't been seen since, nor has any one seen his boat.

The day was rough and Mr. Dickerson was advised not to start. It is feared that he has been either blown to sea or that his boat foundered. His son is on the way here to make a search for his father.

Stock Exchange Firm to Dissolve.

The Stock Exchange firm of Peters & Van Deusen at 74 Broadway, is soon to be dissolved.

Daniel S. Peters, who is a member of the Exchange, said last night that his ill health is the principal reason. The other member of the firm is Frank M. Van Deusen.

Wages Reduced in Zion City.

CHICAGO, Jan. 31.—Workers in the various departments of Zion City have had a reduction in wages. A scarcity of work is given as the cause, the officials desiring to keep as many persons as possible employed rather than reduce the payroll by wholesale discharges. Lack of employment, it is said, has caused many families to move away from the town.

Killed by a Falling Tree.

WESTBORO, Mass., Jan. 31.—Albert B. Ward, president of the New England Milk Producers' Union for three years and credited with winning the fight to abolish the surplus clause in the great milk war against the Boston contractors in April, 1891, was struck by a falling tree yesterday and killed instantly.

Usually attractive and exceedingly interesting is the February Four-Track News. Five cents at newsstands.—Ad.

SMOKE KILLS TWO FIREMEN.

THEY AND MANY OTHERS OVER-COME AT GREENPOINT.

Fourteen in the Hospitals, of Whom Three May Not Recover—First Men in Drugged Out of Building Unconscious—Last Rites for One of the Dying.

Two firemen were killed and fourteen were taken to hospitals at a fire in the American Manufacturing Company's factory at the foot of Noble street, Greenpoint, last night.

Of the men in the hospitals three may die. One of them is Battalion Chief McCarthy of District 26. William Rogers, battalion chief of District 25, is also in the hospital, but is not so badly off as McCarthy. Besides Battalion Chief McCarthy, the firemen in the hospital who may die are John McAllister and Michael Mahoney.

This is a list of the dead and the injured:

THE DEAD.

DUNNELL, CHARLES, Engine 138.

IRWIN, ARTHUR, Engine 138.

THE INJURED.

Battalion Chief CHARLES MCCARTHY.

Battalion Chief WILLIAM ROGERS.

LEWIS, WILLIAM RABR, Engine 138.

DUNNELL, JOHN, Engine 138.

GAFFNEY, PETER, Engine 138.

HERMON, FRANK, Engine 115.

JENNINGS, CHARLES, Engine 115.

MCCONAUGHTY, JAMES, Engine 115.

MCALLISTER, JOHN, Engine 138.

MEADOW, CHARLES, Engine 115.

QUICK, WILLIAM, Engine 115.

RENNELL, CHARLES, Engine 138.

ROSE, EMIL, Engine 138.

WESTERICH, JOHN, Engine 115.

The property damage was small, not over \$10,000, but the firemen had a stubborn fight in getting the flames under control, because the smoke was so overpowering that they had to work in relays.

The fire was discovered at about 9 o'clock by the watchman, Thomas O'Hara. He had gone through the building, which was of brick, three stories high and covered an area of 250 square feet, about twenty minutes earlier. He was going into another building nearby when he saw smoke coming from the second floor.

The first engines to arrive in response to the alarm O'Hara sent in were 115 and 138 and with them came Truck 56. The fire had made considerable headway then and thick clouds of smoke were pouring from the windows.

Battalion Chief McCarthy of District 26 led the crews of the two engines and the truck into the building.

One by one these men, overpowered by the smoke, fell. When the engines arrived